

CLASSIFICATION SECRET/CONTROL/US OFFICIALS		
COUNTRY <u>Germany (Soviet Zone)</u>	REPORT	
TOPIC <u>Brandenburg-Briest Airfield</u>		
EVALUATION	PLACE OBTAINED	
DATE OF CONTENT		50X1-HUM
DATE OBTAINED	DATE PREPARED <u>4 April 1951</u>	
REFERENCES		
PAGES <u>3</u>	ENCLOSURES (NO. & TYPE) <u>2 - sketches</u>	
REMARKS		
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- On 23 February 1951, 18 MIG-15s were parked in the two aircraft dispersal areas of the Brandenburg-Briest (H 53/4 13) airfield. (1) Airfield commandant was Lieutenant Colonel Kakuhn, (fnu). (2) Kakuhn was expected to be replaced by a general in the spring of 1951, in connection with the reinforcements scheduled to arrive about that time. The airfield personnel were quartered in Goerden in the former Landesanstalt. (3) new quarters would be requisitioned for newly arriving ground personnel. (4) 50X1-HUM
- The runway of the field was about 2,500 meters long and 80 meters wide. Its surface was built in the same way as are the Autobahns. The spots damaged by bombing had been repaired. The runway could be lighted by lamps. The taxiway leading to the eastern end of the runway was built in the spring of 1949. It was 8 meters wide and had a depth of 30 cm which was filled with crushed bricks and rubble. After being rolled the taxiway was provided with a tar (sic) cover. (5) 50X1-HUM
- An emplacement of four AA guns of about 88 mm caliber was seen in the northwestern part of the field. (6) About 15 cantonment buildings, which were probably occupied by the AAA men, were seen in the adjacent Rosenhof. For about three months a radio truck has been standing east of the runway. A radio mast about 6 meters high, with a cup-like top, was seen beside the radio truck. (7) Not far from it was a searchlight with a diameter of about 1.5 meters, which, with a searchlight posted at the Brandenburg-Grado (H 53/4 23) airfield, was used for night flying.
- From 6 to 8 p.m. on 19 February 1951 three MIG-15s equipped with position lights practiced take-offs and landings at the Brandenburg-Briest airfield. The runway was lighted. There was a low cloud ceiling. 50X1-HUM
- From 9 a.m. to noon on 20 February formations of four MIG-15s made training flights in clear weather. The planes took off and landed individually.

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6. On 21 February 1951 two groups, each of four MIG-15s, practiced flying. The weather was gusty and the ceiling was low. Single-engine low-wing monoplanes with two machine guns in each wing were aloft at the same time. (8) A single-engine fighter was towing an air sleeve which was fired at by both the swept-wing jet fighters and the low-wing monoplanes.
7. It was observed at 4 p.m. on 26 February that 10 swept-wing jet fighters were being made ready for take off in the northeastern corner of the field. Six tank trucks [redacted] five trucks and several jeeps were seen near the airfield. About 5 p.m. the crews of the planes left their quarters at the Rosenhof. The planes took off at 5:15 and landed at 5:30 p.m. Two other MIG-15s, eight single-engine low-wing monoplanes with in-line engines, in addition to four single-engine low-wing monoplanes with radial engines, were also seen. The airfield personnel was estimated at 200 men.
8. A radio installation with four masts was being set up in open terrain about 800 meters southwest of Briest. (9) The masts were 6 meters apart and braced several times. In their center was a tent. Ten meters from the tent, in the direction of the field, was an underground bunker from which a cable duct led to the field. About 300 meters south of Briest, just east of the road to Plaue (H 53/2 13), was a wooden ramp with an incline for motor vehicles. On the ramp was a searchlight with a diameter of about 1.2 meters, and truck [redacted] beside it. Air force soldiers were seen near the searchlight and the radio installation.
9. An anti-aircraft gun emplacement with four guns was about 500 meters east of Briest. (6) The guns were similar to the German 88-mm AA guns, but had muzzle brakes. The gun crews were quartered in three cantonment huts near the guns.
10. Construction was not noticed at the field, which was guarded by patrols accompanied by watch dogs. No markings were seen on the aircraft.
11. On 7 March 1951, 17 MIG-15s were parked in a row at the southern edge of the Brandenburg-Briest airfield. (1) Four other MIG-15s were seen at the western end of the runway. [redacted] the planes were not covered with tarpaulins [redacted] There was no flying during the period from 2:30 to 4 p.m. The weather was hazy.
12. Two open trucks, one closed truck with a trailer, two tank trucks, one tractor and two jeeps were standing beside the four jet planes. An underground shelter for about four men was noticed about 70 meters from the western end of the runway. A telephone line led from the shelter in the direction of the airfield buildings. A loading ramp built of solid planks was seen in the extension of the runway by the side of the road leading from Briest to Plaue. A radio installation with four poles was 150 meters farther to the west. (10) An underground bunker for four to six men was beside it.
13. No indications of camouflaged aircraft dispersal areas were noticed anywhere on the landing field.
- [redacted] Comments.
- (1) For layout of the field, see Annex. The field is occupied by a fighter regiment. The total number of MIG-15s stationed at the field is not known. From previous reports it is believed that not less than 21 such planes are there.

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- (2) The name of the airfield commandant is reported for the first time.
- (3) The use of the Landesanstalt in Goerden (State Insane Asylum) for billeting facilities is confirmed.
- (4) Intended reinforcement of the airfield personnel has not been reported by other sources.
- (5) The data on the status of the field, which agree with available information, is probably true.
- (6) The presence of the antiaircraft gun emplacement was reported previously. [] It is also confirmed by [] paragraph 9 of the present report.
- (7) This statement may refer to a landing beacon. The existence of this beacon, although reported for the first time, is credible, since all the airfields in the Soviet Zone of Germany occupied by fighter units are now equipped with such landing beacons set up in the extension of runways. The pin-point location of this landing beacon is unknown.
- (8) These planes were probably IL-10 aircraft stationed in Brandenburg-Arado.
- (9) For location of the radio installation, which is believed to be an Adcock type DF station, see Annex 2.
- (10) This is the same installation reported [] in paragraph 8 of the present report. 50X1-HUM

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2 Annexes: 2 - sketches []

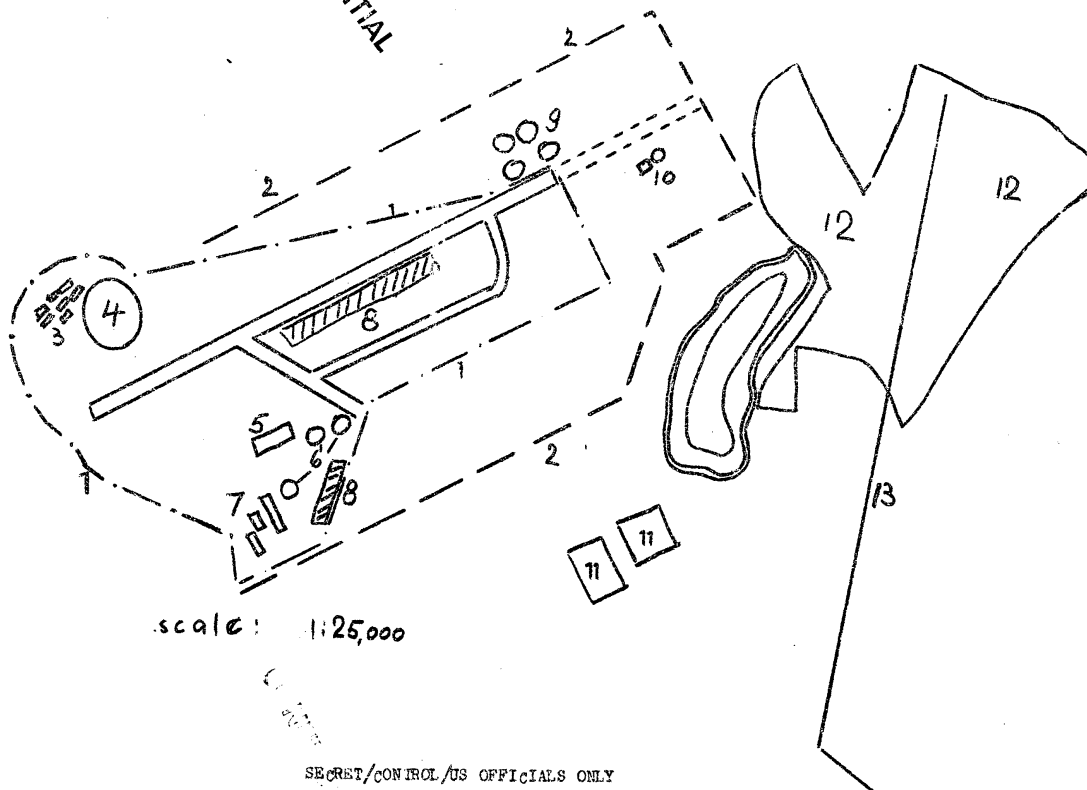
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Brandenburg-Briest Airfield

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Legend of Annex 1

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- 1 Airfield boundaries.
- 2 Restricted area surrounding the field and guarded by Soviet patrols.
The western boundary of the restricted area is not known.
- 3 About 15 cantonment buildings occupied by airfield personnel.
A radar set was formerly located at this place.
- 4 Emplacement of four AA guns of about 88 mm caliber.
- 5 Administrative building.
- 6 Fuel dump.
- 7 From 8 to 10 wooden sheds, each of them about 11x20x5 meters,
presumably storage facilities for materiel and equipment.
- 8 Dispersal areas for jet fighters.
- 9 Vacant gun emplacements.
- 10 Radio truck with pole and searchlight.
- 11 Landesanstalt in Goorden.
- 12 Artillery training grounds.
- 13 Telephone line from the direction of the Brandenburg-Arado airfield.

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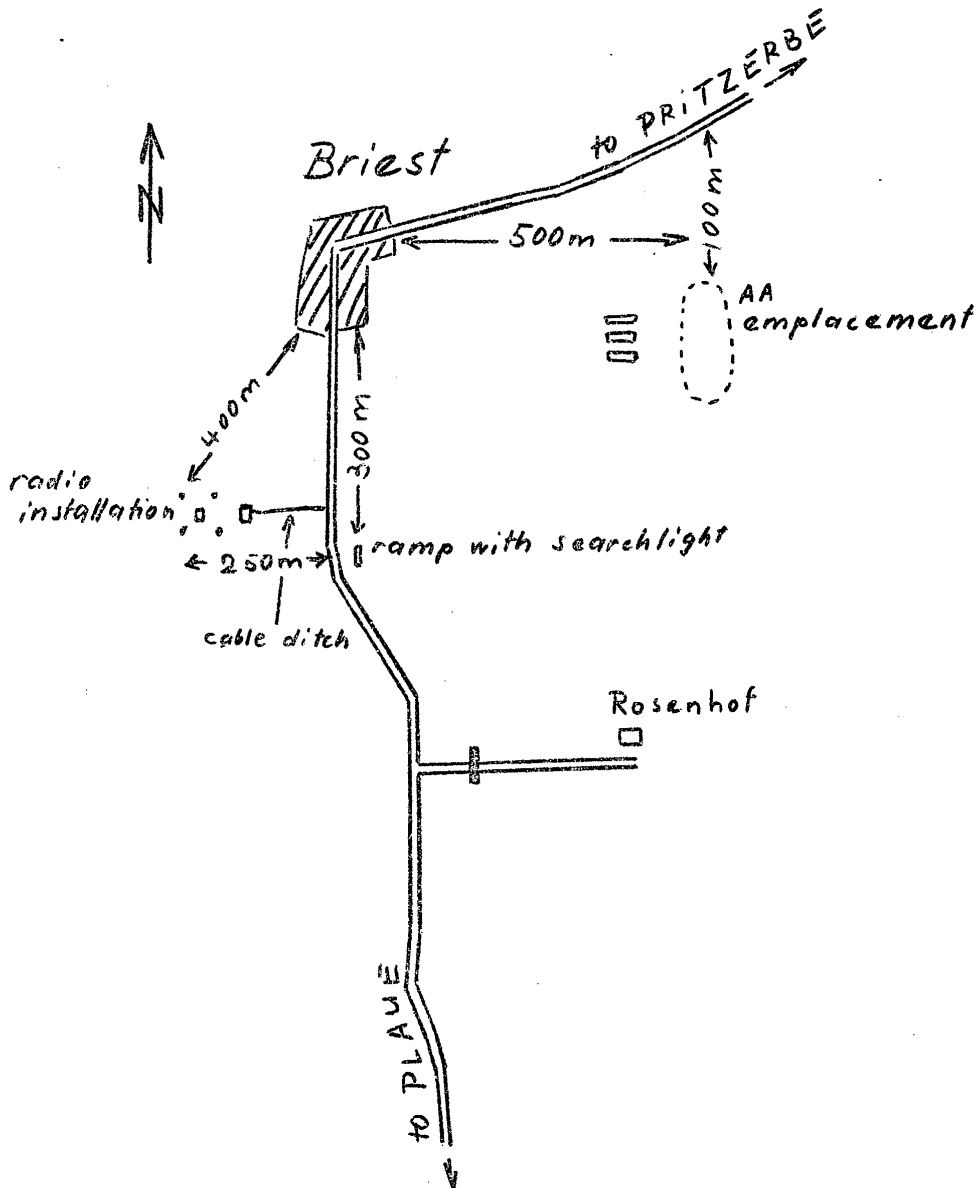
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Annex 2

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Location of DF Station at Brandenburg-Briest



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